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Approved For Release 2001/03/03 : CIA-RDP78S02149R000200190012-6

Annex A

Laos and North Vietnam: Photographic Coverage of Selected Routes and  
Total Number of Trucks Observed, 6 March - 24 May 1964 a/

Route Number	Terminal Points	Length (Miles)	Total Number of Trucks Observed by Photography b/ Direction Headed				Number of Days with Photographic Coverage
			South or West	North or East	Parked c/	Total	
7	Junction Route 1 at Phu Trung to Plaine des Jarres	206	199	98	295	592	25
8	Vinh to Lak Sao	72	54	58	45	157	40
8A	Junction Route 8 at Lak Sao to Junction Route 12	52	11	2	13	26	40
12	Junction Route 1 at Ha Tinh to Junction Route 12A about 12 miles west of Laos/North Vietnam border	78	276	166	1,101	1,543	32
	Junction Route 12A to Junction of Route 6A	45	14	8	5	27	37
12A-12A/B- 12B	Junction Route 12 about 12 miles west of Laos/North Vietnam border to Junction Route 9 west of Muong Phine	103	68	61	10	139	45
9	Laos/South Vietnam border to Muong Phine	47	28	15	11	54	53
23	Junction Route 9 at Muong Phine to Saravane	111	2	0	0	2	52
1	Vinh to Dong Hoi	117	285	319	293	897	37
	Dong Hoi to Demarcation Line	45	13	7	6	26	21

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Annex A (Continued)

Leos and North Vietnam: Photographic Coverage of Selected Routes and  
Total Number of Trucks Observed, 6 March - 24 May 1964 a/

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- a. Based on traffic analysis survey reports as of 5 June 1964. Data include vehicles reported as trailers and unidentified or possible vehicles but exclude automobiles, buses, and tanks.
  - b. Possibly including some duplication because of more than one mission flown on 1 day, although vehicles observed twice during one mission are omitted.
  - c. Including trucks headed in an undetermined direction.

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Annex B

Laos and North Vietnam: Estimated Number of Trucks and Truck Density  
On Selected Routes, 6 March - 24 May 1964 g/

Route No.	Terminal Points	Length (Miles)	Total Number of Trucks Observed by Photography b/	Estimated number of Trucks Eliminating Some Duplication c/	Average Photographic Coverage of Route d/ (Percent)	Estimated Number of Trucks if Entire Route were Covered e/	Estimated Average Number of Trucks per Day f/	Estimated Average Truck Density g/
7	Junction Route 1 at Pna Trung to Plaine des Jarres	206	592	493	30	1,643	66	0.32
8	Vinh to Lak Sao	72	157	128	30	427	11	0.15
8A	Junction Route 8 at Lak Sao to Junction Route 12	52	26	25	60	42	1	0.02
12	Junction Route 1 at Ha Tinh to Junction Route 12A about 12 miles west of Laos/North Vietnam border	78	1,543	1,299	45	2,887	90h/	1.16
	Junction Route 12A to Junction of Route 8A	45	27	25	30	83	2	0.05
12A								
12A/B	Junction Route 12	103	139	128	25	512	11	0.11
12B	About 12 miles west of Laos/North Vietnam border to Junction Route 9 west of Muong Phine							
9	Laos/South Vietnam border to Muong Phine	47	54	45	55	82	2	0.03

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Annex B (Continued)

Laos and North Vietnam: Estimated Number of Trucks and Truck Density  
On Selected Routes, 6 March - 24 May 1964 a/

Route No.	Terminal Points	Length (Miles)	Total Number of Trucks Observed by Photography b/	Estimated number of Trucks Eliminating Some Duplication c/	Average Photographic Coverage of Route d/ (Percent)	Estimated Number of Trucks if Entire Route were Covered e/	Estimated Average Number of Trucks per Day f/	Estimated Average Truck Density g/
23	Junction Route 9 at Muong Phine to Saravane	111	2	2	65	3	Negl.	Negl.
1	Vinh to Dong Hoi	117	897	738	55	1,342	36	0.31
	Dong Hoi to Demarcation Line	45	26	23	60	38	2	0.04

- a. Based on traffic analysis survey reports as of 5 June 1964. Data include vehicles reported as trailers and unidentified or possible vehicles but exclude automobiles, buses, and tanks.
- b. Possibly including some duplication because of more than one mission flown on 1 day, although vehicles observed twice during one mission are omitted.
- c. Excluding possible duplication because of more than one mission flown on 1 day.
- d. A simple unweighted average of the percentage of the physical part of the route covered by all photographic missions for the period. No adjustment has been made for parts of the road obscured by clouds and trees or for the frequency of missions needed to reveal theoretically all traffic on a particular route. For example, on a long route, missions would not have to be flown every day to reveal a truck traversing the entire route, whereas on a short route missions would have to be flown more than once a day to reveal such a truck. If this factor were taken into consideration, the average percent of coverage would be reduced.
- e. Based on the assumption that the traffic pattern observed by photography was representative of the entire route and period *on the days with coverage*.
- f. Average number of trucks moving both ways per day on the route and parked.
- g. Average number of trucks per route mile both moving and parked, obtained by dividing the estimated average trucks per day by the length of the route. Estimates are based on unrounded data.
- h. If all parked trucks are eliminated from the total, the average number per day would be reduced to 26 per day. It is possible that some adjustment should be made for parked trucks if these data are to be used to estimate volume of movement, for some of the parked trucks probably have been photographed more than once by missions on consecutive days.

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Annex C

Laos and North Vietnam: Average Photographic Coverage and Estimated Number of Trucks per Day on Selected Routes 6 March - 15 April and 16 April - 24 May 1964 a/

Route Number	6 March - 15 April		16 April - 24 May	
	Average Photographic Coverage of Route (Percent)	Estimated Average Number of Trucks per Day	Average Photographic Coverage of Route (Percent)	Estimated Average Number of Trucks per Day
7	40	72	15	52
8	25	5	40	12
8A	60	Negl.	65	2
12 b/	30	73	50	106 c/
12A-12A/B-12B	25	10	25	14

a. Based on traffic analysis survey reports as of 5 June 1964. Data include vehicles reported as trailers and unidentified or possible vehicles but exclude automobiles, buses, and tanks. See Annex B, footnotes d and f for explanation of data.

b. From Ha Tinh to the junction of route 12A.

c. If all parked trucks are eliminated from the total, the average number per day would be reduced to 26 per day.

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**SECRET/NO FOREIGN DISSEM****Annex D****Laos and North Vietnam: Average Number of Days Favorable for High Level Visual  
Reconnaissance in Selected Localities June - September 1964**

	<u>Time</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>
Hanoi (Route 5)	0600	0	1	0	2
	1300	2	1	1	2
Tehapone (Route 9)	0600	0	1	1	3
	1300	0	0	0	2
Hanoi	0600	2	2	2	4
	1300	2	2	2	4
Vinh (Junction routes 1 and 3)	0600	4	3	2	5
	1300	4	3	4	6

\* This compilation is based on the criteria that total sky cover is equal to or less than thirty percent with visibility equal to or more than 2 1/2 miles. Visibility of more than the 2 1/2 mile minimum would be required for high level photography.

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